

From boatanchors@theporch.com Mon Jan 30 18:07:14 1995
Date: Mon, 30 Jan 1995 15:14:03 -0600
Message-Id: <950130172646_71333.144_DHQ95-6@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: 400hz Power

Regarding 400 cycle power, a circuit for a 400 cycle inverter was published in Ham Radio magazine once specifically for use with military boatanchors. But I'm afraid that I can't remember what issue....

From boatanchors@theporch.com Mon Jan 30 20:09:24 1995
Date: Mon, 30 Jan 1995 15:46:03 -0600
Message-Id: <9501301647.aa11856@FSAC3.PICA.ARMY.MIL>
From: Clark Fishman (FSAC-FCD) <cfishman@fsac3.pica.army.mil>
Subject: 6080 regulators

I was looking at my R390A and the big hot bottles...Those suckers can be replaced with some high voltage MOSFETS...The fets are lots cheaper then the tubes...maybe I'll experment on my spare subchassis...those rigs sure used lot's of watts.

Clark Fishman WA2UNN cfishman@pica.army.mil
ps tnx for tubes Don

From boatanchors@theporch.com Mon Jan 30 06:22:36 1995
Date: Mon, 30 Jan 1995 04:03:59 -0600
Message-Id: <Pine.3.89.9501301103.A25514-0100000@inet.uni-c.dk>
From: MEC <danmec@inet.uni-c.dk>
Subject: Appraisal system

It might be of some interest to BA people the rating system used on this side of the pond.

MINT As new, unaltered.

EXCELLENT No blemish, complete, original.

VERY GOOD Minor blemish, no damage, complete original

GOOD Normal wear. no damage, used.

FAIR Some defects. Minor damage, missing minor parts.

POOR Damaged. missing parts.

If an item has been altered (refinished) in some way to improve the condition, generally the alteration becomes a part of the description such as f ex :

excellent - refinished

or

very good - parts replaced.

73 Rag OZ8R0

From boatanchors@theporch.com Mon Jan 30 20:27:38 1995

Date: Mon, 30 Jan 1995 15:56:14 -0600

Message-Id: <199501302155.PAA27622@uro.theporch.com>

From: "MELUCAS, MARC P." <MELUCAS@wsmc-mis.af.mil>

Subject: BC-1203-B Modulator

Gang-

A chance to poke into the collective thermionic mind....

I have a really great looking BC-1203-B modulator sitting in my shack, all ensconsed in black wrinkled glory. Would anyone have knowledge of sets this was used in?? What sets would such a critter accompany?? Any sources for a manual?? Thanks in advance!!

Marc, KB0JPQ

From boatanchors@theporch.com Mon Jan 30 10:44:28 1995

Date: Mon, 30 Jan 1995 08:15:28 -0600

Message-Id: <Pine.SUN.3.91.950130080046.24172A-100000@ncrsun1>

From: Kevin Anderson <anderson@ncrsun1.ncr.usace.army.mil>

Subject: chirp/HW-16/NR

Hi wise ones,

I've received three reports of chirp on my HW-16 signal.

I'm not using any conditioned power, just the house circuits.

What can be the likely causes:

- bad cap somewhere?
- overloaded house circuits, as I've noticed momentary sidetone shift when the furnace and/or refrig kicks on (although I believe I am now using a circuit that is not directly shared)?
- better ground needed? (this I know I need already).

- people with modern regulated boxes not used to hearing an older radio (HI HI) (actually, at least one of the comments was from an older ham, so I definitely trust his comment)?

No consistent/numerous reports, but reports nonetheless. Suggestions hoped for. Thanks.

BTW, that HW-16, despite being held to four 40m xtal frequencies, is holding up during Novice Roundup. I know the contest braggers are more on the QRP-L list, but I'm proud to say 91 contacts and 34 multipliers for just one weekend. If I can claim a frequency, then I can get a string. More next weekend.

Cheers/73. Kevin Anderson, KB9IUA (/N)

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586
e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Mon Jan 30 19:36:57 1995
Date: Mon, 30 Jan 1995 15:27:04 -0600
Message-Id: <950130205147_71333.144_DHQ115-4@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: CTG "Magnum Six"

Does anyone recognize this?--"Communiatcions Technology Group Magnum Six Speech Processor." It's a small box with 3 knobs. Panel and case color match the Drake twins. I think it was attached to the T4XB on my list. Anyone have a manual or know anything about it?

From boatanchors@theporch.com Mon Jan 30 19:30:02 1995
Date: Mon, 30 Jan 1995 15:26:20 -0600
Message-Id: <QF2D28C1@d52024>
From: gilstrap@ssd.fsi.com (SnapRoll Stan)
Subject: Dial Cord hints and tips

I've got a dial cord that needs to be replaced. I've never done this chore before and it doesn't really look too tough ... and that's what worries me. The actual level of difficulty is usually inversely proportional to how easy the job looks. So does anyone have any tips (or warnings) about replacing dial cords? Is dial cord a fairly specific product, or can a number of

things be used for it?

Thanks -

Stan - WB5LBH

Scgilstrap@aol.com or gilstrap@ssd.fsi.com

From boatanchors@theporch.com Mon Jan 30 20:17:14 1995
Date: Mon, 30 Jan 1995 17:40:44 -0600
Message-Id: <m0rZ5bW-000uKbC@twisto.eng.hou.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: re: Dial Cord hints and tips

I always used 80-130 lb fishing line (woven kind) and rubbed a candle on it to get the friction up.

Just make sure you make yourself a good diagram of the old dial cord before/as you take it off. Maybe also make a top view too.

Dave

From boatanchors@theporch.com Mon Jan 30 19:56:47 1995
Date: Mon, 30 Jan 1995 17:24:06 -0600
Message-Id: <199501302253.PAA07314@atd.atd.ucar.EDU>
From: owens@stout.atd.ucar.edu (Chip Owens)
Subject: GLASS AUDIO MAGAZINE

Hello!

I'm wondering if anyone out there has a subscription to GLASS AUDIO magazine. If so, 1. Do you like it/think it is worth the subscription price? 2. How often does it come out? 3. Can you provide phone number for subscription dept. or the address to write to. 4. How much does it cost?

Thanks!

James Owens, NW00
owens@stout.atd.ucar.edu

From boatanchors@theporch.com Mon Jan 30 17:44:24 1995
Date: Mon, 30 Jan 1995 15:22:00 -0600
Message-Id: <950130174950_71333.144_DHQ95-7@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: I Wish I'd Never Bought....

Okay, one anchorite and I were having a discussion about a radio that he wished he hadn't bought. I think this is another case where we should all 'fess up--it would be neat to hear peoples stories about the one they never should have taken home.

So how about it?--Tell us about the one that you "wish you'd never bought."

The one I wish I'd never bought is one you've seen on my list for the past year plus. It's the Meissner 150B. This TX is a 150 watt output, plate-modulated AM rig with an 813 final modulated by a pair of 811s. It was originally advertised on the BA list and I purchased it and went to pick it up. I had never seen one and KNEW I was in trouble the moment I looked at it--instead of being vertical, it was horizontal--40-some inches long and 18" high and 20 or so deep. And all on one steel chassis! Not modular in any way. Plus it has that good, old plate-modulation heft to it--about 250 pounds of heft.

The problem with this radio is size. It's too damn big for all but the largest shacks. It's longer than a BC-610! The previous owner built a table for it (out of 4x4's!) and that's really the only way to mount it--no where near as convenient as a 19" rack. And don't forget the external Signal Shifter VFO....

Okay, well, maybe I'll just sell it. Hah! It's too heavy to lug to hamfests . So I put it on my list. And there it has sat for well over a year--it's a true pick-up-only item and no-one wants to pick it up! I've given up all hope of getting my money back (to say nothing of the cost of the trip). --I won't embarass myself by mentioning what I paid ofr it. It's definitely one I "wish I'd never bought."

From boatanchors@theporch.com Mon Jan 30 04:31:14 1995

Date: Mon, 30 Jan 1995 01:56:41 -0600

Message-Id: <9501300801.AA07961@bobcat.etsu.edu>

From: wier@bobcat.etsu.edu (Bob Wier)

Subject: Kits - Graymark

While working on cleaning up my office (a MAJOR job :-) I ran across a catalog from Graymark Kits. Since a couple of times in the past people have asked about electonic kits, particularly as a mechanism to bring more kids into the hobby, I thought I'd pass the info along.

I've never built one, so can't say much about them. They range from very simple random led blinkers all the way up a 5" portable Color TV set (at

\$300).

Maybe of particular interest here is a 8 transistor (sorry!) AM radio for \$29 + S&H.

Looking at the Order sheet, I don't see a minimum order amount specified, although they do add \$4 S&H for orders under \$50.

Their phone is 800 854 7393 (located in California)...

That's all I know - caveat emptor...

73 de WB5KXH

-- Round Up the Usual Disclaimers! --
Bob Wier, CS Dept., East Texas State University
wier@bobcat.etsu.edu - keeper of the
Motorola MC68HC11, Photo-3D, SD3D,
Icom Radio and Overland Trails mailing lists

From boatanchors@theporch.com Mon Jan 30 10:51:15 1995
Date: Mon, 30 Jan 1995 08:08:23 -0600
Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>Kits - Graymark

Reply to: RE>Kits - Graymark
Graymark kits are geared toward schools, and are profusely documented, to the point of excess for most of us. I utilized Graymark kits as a high school electronics teacher years ago, and was pleased with them. I don't, however, feel they represent a bargain for a kit builder who is versed in electronics. 73
de Scott KC7BGE

From boatanchors@theporch.com Mon Jan 30 19:21:32 1995
Date: Mon, 30 Jan 1995 15:51:37 -0600
Message-Id: <9501301730.AA3251@hqsmtp.ops.3com.com>
From: Joe Reda/HQ/3Com <Joe_Reda@3mail.3Com.COM>
Subject: Re: Letters to CQ?

Mr. T made a superb analogy between vintage aviation and vintage radio/AM. One of the big differences between the two, as he pointed out, is that vintage aviation has large organizations that actively promote that side of the industry. Therefore, when I get home tonight, I'm writing out a check and joining the AM users group that I see every month in ER.

\\Joe KC6TXU

From boatanchors@theporch.com Mon Jan 30 02:04:54 1995
Date: Sun, 29 Jan 1995 23:30:12 -0600
Message-Id: <3175@sat.ampr.org>
From: ki5sl@sat.n5lyt.ampr.org (Rick_Blank)
Subject: Re: Local Sunday flea market, Hadley, MA

In message <Pine.3.89.9501292126.B11236-0100000@hamp> aswNS@hamp.hampshire.edu writes:

> I went back to the flea market in the local "dead mall" today, and all
> the ham gear I had seen last week was still there.

..stuff deleted

> New this week was a very clean looking NC-183D receiver. It even had two
> copies of a manual under the lid. I made the acquaintance of another ham,
> Phil, K1DFC, who said there was something similar last week, apparently it
> was sold before I got there. The asking price for the NC-183D was \$150;
> neither one of us wanted it for that, but we weren't sure what a fair
> price would be. Does anybody out there have an opinion? This one is just
> for curiosity as far as I am concerned; at whatever price this is an item
> that I am not going to invest money or space in even to sell it a few
> weeks later. Phil said he thought you might pay that much or more for
> such a unit bought from a known dealer at a ham event, but we both agreed
> that the dealer selling this stuff didn't inspire the confidence that
> would merit such a price.

>

> We chatted a bit with the dealer. My impression is that this stuff came
> from an estate; the Gonset Communicator IV even had a tag with a W1 call
> sign on it, although I forgot to note it down. The dealer says he is
> selling the stuff for someone else, that there is more and he have more
> next week, but he doesn't seem to know what the next things will be.

>

>

> 73, Al N1AW
> Albert S.Woodhull, Hampshire College, Amherst, MA
> awoodhull@hamp.hampshire.edu

> woodhull@shaysnet.com
> 413-549-2962
>
>

--

Well, \$150 for a clean 183D is right in the ball-park, if I didn't have one already, I'd consider it! Good rigs when they work right....mine is totally original except for a replacement on the filter cap and rectifier tube and has not been realigned by me, it's mint inside and out so I figured if it works, don't mess with it....and I gave \$100 for it to a guy who the thing was given to....good audio fidelity...there was an old saying: If you want to find them, use a Collins. If you want to listen to them, use a National....personally, I'd seriously think about it, they look like a real radio!

Rick Blank, KI5SL
ki5sl@sat.ampr.org
2223 Blanco Road
San Antonio, Texas 78212
end

From boatanchors@theporch.com Mon Jan 30 16:48:37 1995
Date: Mon, 30 Jan 1995 09:39:46 -0600
Message-Id: <9501301544.AA27367@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Look Everywhere..

I need a copy of USMC TM-05599A-15. This manual is also identified by Publication Control Number 1840559900.

This is the manual for the USMC PRR-15 receiver. I know of at least 5 other people who want it, also.

We have already checked with NTIS, the Navy Pubs folks, The USMC pubs folks, a couple of technical libraries within the Dept of Defense, and the Marine Corps Logistics Depot in Albany, GA. None of those folks have it!

I will be writing to known sources of TM's like Surplus Al's up in PA. If you know of any others (not listed in ER), please let me know.

Anyone near the Marine Corps Depot in California might try them..

Thanks for any assistance!

73,

Larry Keith, KQ4BY
lakeith@robins.af.mil

From boatanchors@theporch.com Mon Jan 30 16:43:38 1995
Date: Mon, 30 Jan 1995 09:36:12 -0600
Message-Id: <950130153605_71333.144_DHQ60-1@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: Millen, ARC-3, Odds...

For Sale

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819.
71333.144@compuserve.com

LATEST ADDITIONS

These are the latest additions to a lengthy list posted on Compuserve in HAMNET Library 10 in the file RADIOS.TXT.

BC-222 walkie talkie. The first military walkie talkie, issued in 1938. Pre-dates the BC-611. Nice shape with canvas straps and both coils. Trade for ???

Electronics Measurement Regatran programmable power supply. 0-150vdc at 0-3.6 amps. Current limiting circuit. Voltage rgulation. Volts and amps metered. Sets and hold voltage with extreme accuracy. 19" rack mount 4" high--all solid state. 45 pounds. \$59

Millen 90903 3" x-y 'scope. 19" rackmount. Panel sprayed silver but easily returned to black since all markings are on removable metal tags. All original, no mods. \$55

Military T-67/ARC-3 VHF transmitter covering 2 meter band. Made by Sylvania. 8 channel crystal controlled, with 7 2-meter crystals installed. Case has many scrapes but no dents. Inside it is perfect. Uses 2 832A tubes modulated by a pair of 6L6's. Requires external control box and power supply. No mods. \$69

Hallicrafters HA-6 6 meter transverter original manual. Mint. \$19

Military RBZ original manual. One of the rarest military manuals. Excellent condition with covers. \$79

Military ABA remote control box with indicator lamps and mount. This is used on the ABA/BC-645 IFF radio. \$27

Tektronix 107 Square Wave Generator. Styled to match the 535/545-series scopes. Precison unit. \$37

Collins power transformer. The number is partly scraped off but it says "672" and then I think it's "105." It is also marked "TFIRX03KA" and "ALT. 0-20,000FT." And it has the connection diagram printed on one side. 24v-0-24v at 2 amps per leg and 2 6.3v at 6 amp filament

secondaries. \$19

BNC stuff, used, as-new: Twist-on males. These were designed for solid center connector RG-59, but easily used with RG-58 by tinning the stranded center. 40 cents each, 3 for \$1, 40 for \$10.

BNC female to female bulkhead-mount. Used as feed-through or to make a patch panel. 50 cents each, 3 for \$1.25, 10 for \$3.50.

From boatanchors@theporch.com Mon Jan 30 19:49:48 1995

Date: Mon, 30 Jan 1995 16:52:14 -0600

Message-Id: <9501302252.AA05763@jsun.agen.okstate.edu>

From: vmike@jsun.agen.okstate.edu (Mike Veldman)

Subject: modulation transformer

greetings,

I've come up with a modulation transformer that I'd like to use in a homebrew am transmitter that I'm restoring. The transformer in question is a UTC CVM-3. I'd like to get some specs and the hook-up info if anyone has a UTC catalog old enough to show it. Many thanks.

mike

WD0CTA

From boatanchors@theporch.com Mon Jan 30 23:09:46 1995

Date: Mon, 30 Jan 1995 20:33:34 -0600

Message-Id: <Pine.3.89.9501302123.A18153-01000000@indy2>

From: "Roberta J. Barmore" <rbarmore@indynet.indy.net>

Subject: Re: modulation transformer

On Mon, 30 Jan 1995, Mike Veldman wrote:

> a modulation transformer [...] UTC CVM-3. I'd like to get some specs
> and the hook-up info if anyone has a UTC catalog old enough to show it.

I'd like to second this request--I have a CVM-1 destined for my '37 'phone rig's modulator, and a CVM-0 that will be put to good use some day.

...The CVM-1 shows up in a mid-50's ARRL Handbook, but they don't give any data beyond pinout and connections used in the specific project. (Alas, not the 1:1 suitable for 5K source and load needed when P-P 6L6s in

AB1 talk to a pair of 42s in the PA).

It looks as though the CVM-0 is the same pinout & ratios, just lower power--and I'll bet the -3 is the same.

73,
--Bobbi

From boatanchors@theporch.com Mon Jan 30 19:54:48 1995
Date: Mon, 30 Jan 1995 15:28:51 -0600
Message-Id: <950130172454_71333.144_DHQ95-5@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: More Replacing 6082's

One other note on replacing 6082's in R390's. I noticed in the engineering report that Collins did on the R390 that the excessive heat and size of the regulators was questioned and a prototype with a single tube regulator was built. But the idea apparently died.

From boatanchors@theporch.com Mon Jan 30 17:06:23 1995
Date: Mon, 30 Jan 1995 09:52:28 -0600
Message-Id: <9501301549.AA26147@ausable.crd.Ge.Com>
From: mallick@ausable.crd.ge.com (John Mallick)
Subject: Re: Need Drake SSB Modulation H

Hi Bob,

Just a WAG, but is it possible that the oscillators are far enough off that you are outside the passband of the sideband filters? You say the audio sounds OK, so maybe my WAG is off-base. The other suspect might be the audio section. Is its gain too low? You've eliminated the microphone.

73, John WA1HNL

From boatanchors@theporch.com Mon Jan 30 18:04:14 1995
Date: Mon, 30 Jan 1995 09:15:57 -0600
Message-Id: <n1420672078.19671@cpqm.saic.com>
From: "Bob Scott" <Bob_Scott@cpqm.saic.com>
Subject: Need Drake SSB Modulation H

Dear Kind Sirs and Ladies,

The last time I had my head and scope probe inside a firebottle transmitter was when AM was still king and I was limited to 75 watts of CW and crystals. I am endeavoring to restore my Drake T4C to life. It puts out a formidable CW signal, but fails miserably at SSB. I inherited this problem

from the previous owner; not because he told me there was a problem, but the pencil marks on the schematic are in the same area I am probing. I spent the weekend with probe in hand (and the other safely behind me) trying to figure out where things were going wrong. Tubes appear to check out fine and I have tried two different microphones, both high impedance. Anyway, I am getting some modulation, but not near what I should be getting. CW hits the meter at around 150 - 175 watts. SSB comes in at 25 - 50 watts. I have double checked the readings against a Yaesu FT-890 to make sure that the meter is reacting properly. The rice box hits 100 easily. I am suspecting the balanced modulator, but having never looked at the waveforms on an operating system before, I am not sure I am seeing enough signal or the right amount of signal to point any fingers. Also, the diodes are buried inside the can for the modulator transformer, so they are not easy to access. I can see modulation taking place and upon listening to my output, it sounds clean. I do have to push the gain control all the way just to get the 25 - 50 watts of output. I spent some time with some old handbooks, but again, not knowing what levels I should be seeing handicaps me somewhat. I have made several passes through the alignment procedure for the balanced modulator and carrier balance with no improvement. If I was not learning things during all of this, I would be really frustrated. Next weekend, I plan on digging out my old HW-101, see if it still works and probe around inside it for awhile. They gotta pretty much all work the same. (I hope!)

My questions...

Does anyone know if there is a service manual for the Drake C-line that is more detailed than the manual that normally comes with it?

Is there a book or source of information that I can use to further educate me on this issue that does a better job than the ARRL handbook?

Is there some way to find out what I should be seeing short of buying another transmitter?

What have I overlooked?

I would appreciate your thoughts, advice and humor. Thank you for your kind indulgence.

73, Bob AC4QO Bob_Scott@cpqm.saic.com

From boatanchors@theporch.com Mon Jan 30 17:47:08 1995
Date: Mon, 30 Jan 1995 09:18:13 -0600
Message-Id: <9501301521.AA14053@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Pragmatic Purism..

Interesting! Makes me want to add my opinions..

My Boatanchors are meant to be enjoyed.. So, I have no qualms about modifications that make them safe or that are needed to make them play. Original filter caps, for instance, are great when I can find them. But, if it takes a couple of axials in series or parallel to get it to work --- that's what will end up in my gear.

I do have a couple of items that are just sitting there.. One is a circa 1956 new signal generator. It works, but has an AC-DC power supply that I will not plug in, again! So, I am leaving that one alone.. I enjoy just looking at it..

I second Bob's plea for documentation of mods.. I think that most of us can tell some horror stories about trying to get something to play and being frustrated by undocumented modifications.

But, I think it all boils down to what each of us wants to do. Those folks who want to preserve old gear in the original state and are willing to go to great pains to ensure authenticity have my admiration. And, the folks that keep a great old piece of gear on the air are also contributing to the cause.

Personally, I don't run into much 'museum quality' gear. If I ever do, I guess I would consider trying to get it into the hands of someone who wants to preserve it. But, right now, I have my hands full just trying to bring home all the radios that I wanted to own, when I was a kid!

73,

Larry Keith, KQ4BY
lakeith@robins.af.mil

From boatanchors@theporch.com Mon Jan 30 02:46:48 1995
Date: Mon, 30 Jan 1995 00:14:48 -0600
Message-Id: <199501300616.AAA12929@zoom.bga.com>
From: Henry van Cleef <vancleef@bga.com>
Subject: Purism is not my bag

All of the electronics stuff I have around here exists for one purpose; to glow in the dark and do what it is supposed to do---radios drive loudspeakers, scopes display signals, signal generators generate signals, and voltmeters indicate volts. Some people mentioned airplanes and Toastmaster toasters. Well, that rings bells as well.

I have a 1941 Toastmaster toaster, that has a tick-tock clock in it. Someone gave it to me around 1965, got cleaned up inside and out when I

got it, and a new power cord, and it has been making good toast for 30 years. It's got more important things to do than just sit there and look like a factory-new 1941 toaster----which it does not. I also have a couple of 1920's hand-held vacuum cleaners that have new brushes, sealed ball bearings, and 3-wire cords on them, and get used to vacuum clean things. I didn't save the old bearings, and the new ones don't look anything like the originals, except that they fit in the pockets and were designed for that type of service.

For years, I had a 1960 Beech M-35 Bonanza that had 1973 King radios and a Bendix T-12C coffegrinder ADF, along with some other things that weren't 1960 issue, like a Mode C transponder and flashing strobes. There were big chunks removed from the dash for those radios, and holes cut all over the place for the other stuff, and the whole smash was painted with Imron, also not a 1960 feature. It existed to charge off into the air and put the airspeed pointer on 172 mph and go places, and the airport crowd used to twit me that I had pretty plain radios for somebody who flew a lot of actual IFR. One evening about ten years ago, a couple of young fellows arrived in a C-47 "Gooney Bird." We got to look the thing over while they were waiting for a truckload of hubcaps to arrive so they could head for Detroit. Modern King radios, a modern autopilot, and those round motors weren't original issue, either. Museum piece? Far from it. When those kids were ready to go, they flipped a few switches and those round motors started up just like a '41 Cadillac, and after some waddling around the taxiways, off they went into the night, strobes flashing, late model airspeeds indicating 165 MPH, and 90 gallons an hour pouring through those old Pratt and Whitneys----the whole sense of that airplane was that it was earning its keep, after forty years of life, and it was still alive.

So my radios get new mylar caps, 3-wire power cords, fuses. If they aren't able to "radio," then they're nothing but dead corpses, and who wants to live in a morgue. My RME-44/45, which I bought as a parts radio, now has a 750VCT power transformer in place of the burned-out 670 VCT job it had originally, a choke input filter in place of the original capacitor input, and some other circuit changes, so it isn't "original" by a long shot----whatever "original" was for that set, which wasn't built to the schematics published for an RME-45 in the first place. History? Hell yes, it's history, it's a 50-year-old radio that says "Made in USA" on it and it works better than new. And I'll wager that it'll be around long after the pushbutton CB-wannabe Rice-O-Tronics stuff that you can pay big bucks for is dumpster bait.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Mon Jan 30 17:19:16 1995
Date: Mon, 30 Jan 1995 09:33:56 -0600
Message-Id: <9501301602.AA117734@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: PURISM VS PRESERVATION

>

> Pure-ism vs. Preservation: An Open Discussion

I will take some divergent points of view on some of these issues.
No flak suits required, since we Boatanchorites are above the
general net flames/flak folk..... (:+{} }.....

Bob/NA4G

>

> My BC-375 is an irreplaceable piece of history.
> It flew with Dolittle on the moral-restoring raid
> on Tokyo, struck back at Hitler's war machine,
> flew the gauntlet of flak in the Rhur valley and
> rescued downed pilots adrift on a hostile sea.

Excellent, and well said bit of nostalgia. It warms my VT's for sure.

> It is also a death-trap for the unwary user.

All WWII rigs are death-traps if you don't know how to run/use/care
for them.

>

> Like many old rigs designed in another era,
> the 375 switches the high-voltage supply through
> a relay to provide keying. The Command Sets
> do this. However, the 375 keys the -1000 volt
> lead to ground! Therefore, the rig has both
> +1000 and -1000 volts floating when unkeyed.
> This was not such a hazard when the transmitter
> was bonded to the airframe of a B-17 or B-24.
> Any person inside the plane was at the same
> potential as the chassis and leakage currents
> from faulty or ageing bypasses wouldn't be
> a problem. Not so sitting in your shack, no
> matter how good your ground connection.

Totally bogus.

The BC-375 keys the B- line as grid bias. When the rig is unkeyed
the B-line through a dropping resistor network to ground supplies

about -150 volts DC as grid bias to shut off the tubes. That is a perfectly fine and valid way to key ANY vacuum tube rig. Because they use a keying relay, the key is NOT hot at all and has only the 24-28vdc across the key contacts. Too bad Heath and others did NOT follow such design practice, but do allow rather hefty grid blocking voltage on their rigs. The BC-375 did it correctly. The voltages are all internal in the rig, carried in shielded-grounded high tension cable and control cables between the rig and the dynamotor. YOU SHOULD NEVER BE RUNNING THE BC-375 OR ANY BOATANCHOR WITHOUT ITS PROPER SHIELDING IN PLACE --- TO DO SO IS OUTRIGHT STUPIDITY. ONLY WHEN BENCH SERVICING ANY BOATANCHOR SHOULD YOU HAVE ANY NEED TO REMOVE COVERS OR ACCESS PANELING TO ALLOW EXPOSURE TO HV WHEN THE SET IS ON. NOTICE THAT THE BC-375 IS INTERLOCKED IN THE TUNING DRAWER TO REMOVE ANY HIGH VOLTAGE FROM THE RIG AND KILL THE HIGH VOLTAGE GENERATING DEVICE AT THE SOURCE BY STOPPING THE DYNAMOTOR. The rig can be run ungrounded, as for example into a dummy load of the specified type on a test bench, and AS LONG AS THE SHIELDED CABLING IS IN PLACE BETWEEN DYNAMOTOR AND RIG THERE WILL BE ABSOLUTELY NO EXPOSED HIGH VOLTAGES. The dynamotor supplies both +1000vdc and -1000vdc to the rig. BUT, they float at specified potential ONLY if the dynamotor happens to be running and the shielded cables are not connected to anything --- BAD BAD BAD way to run a dynamotor, and definitely not how the manual specified running it with the rig.

>

> Secondly, the 375 uses tons of monster-sized dropping
> resistors to get the filament and bias voltages it needs.
> This is fine in a B-17 with ten bezillion amps of
> power available, and you needed the heat at 15,000 feet!
> But it's a tough trick for the amateur preservationist.

Totally bogus.

There are low value high wattage tapped resistors in the unit of somewhat less than 5 ohms that drop the 24/28vdc at 3.5 amps to the required 20 vdc to run the two sets of seriesed 211 tubes (one set for the osc/final one for the modulators). An 8 volt drop in the filament supply line ($28-20=8$) at 2×3.5 amps is only a 54 watt power drain. That is a mighty small light bulb loss, under worst case load. The speech amp tube (801a) requires a little over an amp. It adds an additional 15 watts to the load. To run all the filaments and the keying relay line requires only 28vdc at less than 10 amps. That is an absolutely trivial thing to come up with for any modern ham designer, and much easier to come up with than trying to find the appropriate AC feeds to the transmitter. IF and ONLY IF you have the BC-191 mobile/fixed station version, you can run the tube off AC feeds rather than DC feeds. The BC-375 was wired totally differently in the filament department.

>
> Purist say that any modification to a unit makes it
> "not real" and therefore worthless. They say
> put this piece of history on the shelf as a "show"
> unit, its circuits silent forever.
> Show pieces hold a person's attention for about
> seven seconds. They gather dust while people
> appreciate the "working" rig.

My BC-375 works just fine, and I would love to get it talking to a brother on 160/80 sometime. It is a little lonely in its old age. Two years ago I ran it on the 80 meter band all night long on Field Day to commemorate the 60th anniversary of the first Field Day (our club ran 3 boatanchor stations), and made well over 100 contacts in about 6 hours --- with a 5 handed tuning rig, no less, and its companion BC-348, all running on 28vdc. I had more fun that field day than in many a year. That is living the history, for sure.

>
> Well, I'm a believer in Living History. I can rework the
> BC-375 into a safe rig. Outwardly, It will look and operate
> exactly as a 375 should, and people can again appreciate
> a rig that helped win the great war. I would remind the
> Purists that the B-17s, B-24s and other aircraft of the
> Confederate Air Force carry modern avionics. This is
> needed to make them safe to fly in today's skys.
> Does this mean they are "not real" and should be
> scrapped? I think not. These Living History machines
> do more then any static "show" piece to excite the
> imaginations of young people and help them remember
> those who flew them.

The BC-375 does not require ANY reworking to make it a safe rig. One only has to understand how it works and what the design was, and one will find that it is as safe or MORE SO than the 50s/60s ham boatanchors we play with.

I can't fathom why one would go to all the trouble being contemplated to come up with a good safe power supply for a BC-375 or its AC driven counterpart the BC-191 (used in mobile and fixed installations --- almost identically designed but used filaments in parallel so AC or DC could be used easily depending upon the application, and the setup was handled automatically).

Design a power supply as it was originally indended and you will find that it is a good, safe design and works fine. If you need the info

on it let me know and I will try to get you copies of the complete designs. If you want to replace the dynamotor with an AC supply, that is no sweat. It needs to have the HV float above ground both in B+ and B-, and have the cabling be shielded grounded high voltage cable. I use RG-8 and it works fine at 1000 vdc. Make sure you use the original plugs, if possible, and you save a lot of toil and trouble. Finding the original plugs may be a tour-de-force.

>
> What are the thoughts of the group on this? Is modification
> that preserves the appearance, operating characteristics
> and "flavor" of an old rig acceptable? I don't mean R-390's with
> klunged-up meters or ARC-5 transmitters with key jacks
> on the front panel. I mean modification that conforms
> to practical concerns without detracting from the historical
> message. What do *you* think?
>
> 73 DE AB5S/7 David Stinson
>

I try to modify a rig only when absolutely necessary. MOST of the time no modifications are required on HF rigs.

I have found that for rigs like the BC-191/BC-375 and the TCS, one cannot easily improve on the general design, even now. The folks that designed these things knew what they were about, and came up with simple but safe designs when properly set up and run. Neither of these equipments requires ANY modifications to work perfectly fine in amateur applications.

ARC-5's require no modifications to work magnificently. Most folks have forgotten that they need to make sure the keying relay sequencing is properly set up to key the osc first and the finals second. On all of these plate/B-HV keyed rigs, the sequencing of the relays is very important to obtain proper keying characteristics and NO CHIRP. The keying relay on the BC-375 is a wonderful rotary complexity that has about a dozen separate adjustments that need to be correctly sequenced before the rig keys very well, at all. The manual for depot servicing goes into great detail about how this is done.

Most of the 28vdc powered rigs can be run quite easily on 28vdc these days. It is one helluva lot easier to come up with these days compared to just after WWII, when hams were prone to modify everything to get at 6 volt filaments (or maybe 12 volts).

Unfortunately, there seems to be a loss of long-term boatanchorism collective memory about a lot of these types of things. That is sad, and could be dangerous if one is unaware of these things.

Playing with boatanchors is serious business, and one needs to have the complete original issue information to make sure you are playing by the book. Failure to do so will get one in trouble, one way or another. I was bit only once by the HV of a KW motor-generator set on my marine rig. That was all it took to make me a believer. Operate your boatanchors safely and by the book. If you don't have the book, ask the Boatanchorites. Someone will likely have the book and be more than happy to pass you the info so you can play with your boatanchor for a long, long and safe time. Mods of any sort should be done to the minimum if you plan to use old WWII or Korean era boatanchors, because you probably will screw them up worse than trying to run them as original. A few things can be modified, but make sure you fully understand what the design is and how it actually worked before getting the torch/irons hot.

End tirade.....

73/Bob/NA4G

p.s. been running the BC-375 for 20 years now, just fine, as per the design specs. Properly set up it is a fine, but 5 handed rig.

From boatanchors@theporch.com Mon Jan 30 20:00:35 1995
Date: Mon, 30 Jan 1995 15:36:29 -0600
Message-Id: <9501302051.AA1144@hqsmtp.ops.3com.com>
From: Joe Reda/HQ/3Com <Joe_Reda@3mail.3Com.COM>
Subject: Re: PURISM VS PRESERVATION

Paul says:

>Purism be damned. I think that the number 1 consideration has to be
>safety. When the rig is sold, those modifications need to be disclosed.

Plus, don't you have to do whatever's necessary (modifications or whatever) to the rig to ensure that emissions are up to today's FCC standards?

When I'm contemplating purchase of a BA, the non-modified rig always is my first choice . . but I'll take a modified rig if it's the only one available, or if I think I can reverse the mod.

My \$.02 worth

Joe KC6TXU

From boatanchors@theporch.com Mon Jan 30 20:40:47 1995
Date: Mon, 30 Jan 1995 15:59:31 -0600
Message-Id: <9501301547.AA26207@uvs1.orl.mmc.com>
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)
Subject: Re: PURISM VS PRESERVATION

In the last posting I mentioned what my opinion was for things I own. At the same time, it must be recognized that the owner is free to do anything he/she wishes with his/her property and sometimes the most amazing things come out of a shop that had a few odds and ends around.

Warmly,
Padgett

From boatanchors@theporch.com Mon Jan 30 23:46:15 1995
Date: Mon, 30 Jan 1995 20:57:27 -0600
Message-Id: <9501310604.22646.AA@smrouter.AAC.COM>
From: Johnson_Dan@aac.com
Subject: Re: PURISM VS PRESERVATION

There's another dimension to this thread that I haven't seen mentioned. Let's see whether anyone else has this concern in the back of their mind.

I work in the computer industry, so my professional (not to mention personal) life is highly dependent on solid state devices. It is well known that such devices can be rendered inoperable by military action, not just atomic detonations but weapons conjectured to have been developed for exactly that goal.

Now, I'm no survivalist, but in the event of such a disaster, it feels almost like an obligation to maintain communications equipment capable of surviving intact through such an attack. That means having transmitters and receivers with no solid state devices: no transistors, no silicon diodes, no chips.

An IC-745 ricebox is part of the station here. It was my novice rig. It is fun and convenient but only with communications and gadgetry as the goal: no romance, no mystery, no thrill (well, okay, not a lot of thrill :-). Aside from being solid state through and through, it has an achilles heel: the firmware which controls all of its functions is in volatile memory kept alive with a button battery. Disconnect that battery, and the firmware is gone. >>poof<<! No more radio. (No, I haven't tried it.) I have not checked into more recent models but would not be surprised to find the same. You can't inspect it to figure out how it works. You can't even

find out from the schematic - proprietary, custom chips take care of that.

It is part of Japanese culture to not fix broken appliances. In irony to their geographical predicament, when something (car, toaster, whatever) breaks there, they throw it into the ocean and buy a new one. That philosophy permeates their engineering. It doesn't matter whether you can fix it, because you're not supposed to.

If I had to, if my life depended on it, I'll just bet that I could make a capacitor, and a resistor, a transformer, and even a tube of sorts. I would have far less confidence that I could make a usable semiconductor device, much less rewrite the firmware from scratch for my IC-745.

Looking at it this way, BAs represent sustainable freedom. They are independence from infrastructure and the rest of the world. For now, that's just potential. I hope it never becomes reality, but I'm learning how to be ready if it does - and ready to teach my two year old daughter.

73 de KC4EWT
Johnson_Dan@aac.com

From boatanchors@theporch.com Mon Jan 30 02:26:36 1995
Date: Sun, 29 Jan 1995 23:51:34 -0600
Message-Id: <9501300550.AA06156@texan.frco.com>
From: bill@texan.frco.com (William Hawkins)
Subject: Re: Purism? Get Real!

Each one to his own taste, as the French say. I am restoring an R-388, but I am not saving parts and documenting changes. Neither am I doing anything that would change the appearance. They are not rare, but a future buyer would expect it to look and operate like other R-388's.

OTOH, if I had a Collins set (and the doco to prove it) that Curtis LeMay used in his first airborne test of SSB, I'd be very careful to not decrease the historical value of that set - say, by refinishing the front panel. It is less clear if I would damage its history by changing the power supply from aircraft to ground sources, in order to get on the air and tell people what a remarkable set they were listening to.

Back when I wanted an R-391 in the worst way (to find out how it worked), I answered a "best offer" ad from a guy in New Jersey. It turns out that his 391 had the original packing cases, cables, and manuals - and 28VDC power supply. He wanted \$1200 for it, and was quick to point out that it was not modified. I passed, since I am not in that league - but somebody is.

Bill Hawkins

From boatanchors@theporch.com Mon Jan 30 02:40:49 1995
Date: Mon, 30 Jan 1995 00:08:37 -0600
Message-Id: <Pine.3.89.9501292204.A15630-0100000@netcom10>
From: paul Veltman <veltman@netcom.com>
Subject: Re: Purism? Get Real!

Touchdown for Mr. O'Laughlin! :-)

From boatanchors@theporch.com Mon Jan 30 11:16:51 1995
Date: Mon, 30 Jan 1995 08:38:10 -0600
Message-Id: <9501301458.AA117504@csemail.cropsoci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: Purism? Get Real!

Well, there are some things to consider here.....

> I think this whole discussion is overblown. We're not talking about
> the Pieta or even a first edition of "Leaves of Grass."
> Boatanchors, particularly military gear like the BC-375, were mass-
> produced, sometimes to five or six figures (e.g. 140,000+ for the R-
> 390A). The vast majority of this stuff is not rare, a lot of it
> isn't even particularly scarce.

Things like R-390's are not scarce.

Things like BC-375's ARE scarce.

There may have been bunches of each made. But, losses in BC-375's were very high. Many were left in the Pacific theatre and just dumped into the water over the sides of ships or burned in pits dug in the ground. Likewise in Europe and North Africa. Many never made it to Europe or the Pacific, but rest in the hulls of vessels on the bottom of the sea. For example, entire squadrons of Burma theatre P-51 mustangs where a friend of mine was located were brought in to a big pit, crushed with bulldozers and set fire to, rather than pay the cost of bringing them back to the US. Likewise, many left for other countries after the war. Radio equipment did the same thing. Hence, out of thousands of BC-375's that were built, only a few percent survived shortly after the war. Of those, most hams cut and destroyed them for parts because the rig received a bum rap from articles in CQ or 73 of the era. So, in the example you site, they do turn out to be a bit scarce. 50 years down the road, complete sets or uncut/unmodified pieces are RARE, more often than we think. That does not mean that we should bow down to them or even pay a ransom for them, but it does mean that one needs to consider

the current numbers available and the likelihood of finding a working or an uncut/modified model. For some pieces, the production run new may only have been a thousand pieces or less. Hence they may be quite rare 50 years down the road in any shape at all.

Reverence, the Pieta, and other nuances aside, we need to keep some frame of reference about what things we are playing with.

Food for thought.

> 73s Terry O' WB9GVB

73/Bob/NA4G

From boatanchors@theporch.com Mon Jan 30 11:20:25 1995

Date: Mon, 30 Jan 1995 08:30:06 -0600

Message-Id: <9501301413.AA25173@uvs1.orl.mmc.com>

From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)

Subject: RE: Purism? Get Real!

Well, my opinion is that if it don't go, chrome it and use it for a coffee table.

That said, my *preference* for repair is:

- 1) original parts
- 2) same look replacement
- 3) functionally similar but try to make it look like the factory did it.
- 4) make it work.

In that order. Will pay a premium to stay near top of list but not a big one. Present "Bete Noir" seems to be the selenium rectifyer and multi-staged power supply cap (one input, four outputs) used in T/Os. (Being fixated on a particular line from a single manufacturer does have some advantages). Current project: 90 vdc B+ replacement using 2 6vdc lantern cells (cheap and available) and some modern stuff. May make a cover from an old battery to satisfy (2).

Of course this is a new hobby so am not firm on anything as yet - still trying to obtain one of every model so have not yet run into all problems. Nice part is that so far I have paid less for any of the T/Os acquired (and some even work) than for a headlight *switch* for my '67 GP 8*).

Warmly,
Padgett

From boatanchors@theporch.com Mon Jan 30 21:12:32 1995

Date: Mon, 30 Jan 1995 09:01:28 -0600

Message-Id: <49605.morgan@speckle.ncsl.nist.gov>
From: "Roy Morgan" <morgan@speckle.ncsl.nist.gov>
Subject: Re: Purism? Get Real!

On Sun, 29 Jan 1995 19:31:57 -0600,
Bill Robie <robie@umbc.edu> wrote:

>On Sun, 29 Jan 1995, Terry O'Laughlin wrote:

>
>> I think this whole discussion is overblown. We're not talking about
>> the Pieta or even a first edition of "Leaves of Grass."
>> Boatanchors, particularly military gear like the BC-375, were mass-
>> produced [...]
>
>Yep, and so were P-51s and P-38s. :-)
>

The father of a friend of mine owned a P-51. One day the cam shaft drive gear failed when he'd gotten to 3,000 feet over the airport he'd just left. The silence was deafening. He always climbed to altitude right over the airport in case this kind of thing happened, so he just dead-sticked it back onto the runway.

Not too long afterward, he turned 68, and sold the P-51 to the Confederate Air Force. They proclaimed it was the most original and best preserved P-51 they'd ever seen. They completely overhauled it, and sold it to someone who wanted to fly it. He died in it.

Now there are only 5 in the world still flying.

--
Roy --

Roy Morgan / Tech A-266 / NIST / Gaithersburg MD 20899
(National Institute of Standards and Technology, formerly NBS)
301-975-3254 Fax: 301-948-6213 Internet: morgan@speckle.ncsl.nist.gov

From boatanchors@theporch.com Mon Jan 30 21:28:27 1995
Date: Mon, 30 Jan 1995 16:02:30 -0600
Message-Id: <9501301624.AA26504@uvs1.orl.mmc.com>
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)
Subject: Re: Purism? Get Real!

>On Sun, 29 Jan 1995, Terry O'Laughlin wrote:

>Yep, and so were P-51s and P-38s. :-)

>

(interesting stuff from Roy omitted)

But then the original P-51 with the Allison engine was said to be a real dog, so bad that the U.S. Army rejected it. Some hot-rodding Brit stuffed in a Rolls and the rest, as they say, was history.

Warmly,
Padgett

From boatanchors@theporch.com Mon Jan 30 22:14:08 1995
Date: Mon, 30 Jan 1995 19:42:41 -0600
Message-Id: <9501301748.ZM6637@autopsy.corp.sgi.com>
From: "Greg Anders" <anders@autopsy.corp.sgi.com>
Subject: Re: Purism? Get Real!

Yeah, the Wings series on discovery channel had a terrific episode on the P51... You're right, the Allison engine was a bit short of power at higher altitudes; the RAF stuck in a Rolls and the plane took on a new, more aggressive character....

From boatanchors@theporch.com Mon Jan 30 10:47:26 1995
Date: Mon, 30 Jan 1995 08:14:50 -0600
Message-Id: <9501301439.AA117474@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: Purism? Get Real! But be careful!

Bill said:

> Each one to his own taste, as the French say. I am restoring an R-388,
> but I am not saving parts and documenting changes. Neither am I doing
> anything that would change the appearance. They are not rare, but a
> future buyer would expect it to look and operate like other R-388's.

Gee fellas, I would hope that we DO try to document any changes we have made, minor or otherwise, not so much for anyone down the road (although that is important from the purist's point of view, and from the point of view that we are only the temporary custodians of said boatanchodom), but MAINLY for our own refreshment ---- them thar grey matter materials in the dim reaches of the headbone get a bit dim and don't glow so well 6 mos down the road, or later, when you are trying to remember exactly what mod it was that you DID do on some piece. I have several sets that I have had since novice days, and still running fine, that have minor mods in them that would be difficult to find, even with all

the schematics, etc. So, I refer to my trusty mod list sheet stapled in the inside cover of the manuals. That way I know exactly what I have done to the piece (now 22 years down the road for one piece), and won't waste hours or days poking all over it trying to remember or find that mod. I would think that it was just plain good bench practice to keep that sort of info handy and WHERE you can find it, easily.

Those be my experiences, for what 0.02 buckeroos it be worth to anyone else.

>
> Bill Hawkins
>

73/Bob/NA4G

From boatanchors@theporch.com Mon Jan 30 18:09:21 1995
Date: Mon, 30 Jan 1995 15:12:27 -0600
Message-Id: <m0rZ2j8-000uKCC@twisto.eng.hou.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: re: Re: Power supply hints needed

I think there might be some problems running an audio amp to provide 400 hz. None insurmountable. Just quickie thoughts to ponder.

1. A simple sinewave audio osc will drive an amp great. Assuming you run it up to the drive level required by the amps input. You might even be able to get some feedback from a later stage and LC tune it to 400 hz. Depending of the stability required. I made one to run some 24vac 400 hz stuff and the 25v output worked fine.

2. You will usually have MAJOR problems running the amp's 70 v output up to 110 v but some of the 400 hz stuff I've played with was more interested in the frequency than the voltage. Like the other message said, it should present no problem using a different transformer. For the serious of heart, it might be actually easier to knock the E's and I's out of the transformer and add a few turns to the secondary to get it up to 110v instead of 70 V. The iron core will either be a full 100 W one or the next major step is a 140 W iron core. Be sure to re-interleave the core the way it came apart. Probably 1x1 or 2x2 for audio stuff. Making a transformat is a LOT easier than most folks realize.

3. You might consider some form of volume control based on the output load depending on how much the laod changes. No application detail was given.

Dave

From boatanchors@theporch.com Mon Jan 30 20:33:24 1995
Date: Mon, 30 Jan 1995 15:23:47 -0600
Message-Id: <9501302001.AA03435@kahuna.math.hawaii.edu>
From: jeffrey@math.hawaii.edu (Jeffrey Herman)
Subject: rec.radio.swap

>From: richard@wizard.com (Richard Baldwin) KD6VK
I have a nice Collins 75S-3C receiver for sale. It is a late unit with
a Round Emblem. It has the 2.4 KHz filter and is a 9 on a scale of 10.
I don't have a manual but could provide a copy. \$750 + shipping ups.

>From: af700@cleveland.Freenet.Edu (Allen Tucholski) KB8MTZ
Looking for the manual for the Gonset 6 meter amp, using two
826 tubes, I will pay for copy and shipping costs.

>From: mdibella@bu.edu (mike dibella) N1GCT
anyone have a ranger that theyre using as a permanent door-stop who wants
to get rid of it for reasonable \$\$????

>From: fresaint@bb.iu.net (Mark Fresa)
Tubes for sale: Mostly used, some NOS. RCA, Zenith, Westinghouse, Emerson,
Magnavox, Philco, Military issue, Admiral, etc.

>From: toigo@oasys.dt.navy.mil (Steve Toigo)
I'm seeking a NATIONAL HRO, either working or non-working, in relatively
good shape.

From boatanchors@theporch.com Mon Jan 30 22:14:31 1995
Date: Mon, 30 Jan 1995 19:22:07 -0600
Message-Id: <9501310128.AA01363@kahuna.math.hawaii.edu>
From: jeffrey@math.hawaii.edu (Jeffrey Herman)
Subject: rec.radio.swap

This one might go fast so I didn't wait to collect others // Jeff NH6IL

>From: cjl@galaxy.nsc.com (Chris Little)
Drake 2C receiver. Chassis very clean. Works great.
Missing bottom panel, and has 2 wrong knobs.
With manual. \$75.00

From boatanchors@theporch.com Mon Jan 30 19:49:08 1995

Date: Mon, 30 Jan 1995 15:19:59 -0600
Message-Id: <950130172231_71333.144_DHQ95-4@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: Replacing 6082's

I've seen a lot of discussion about replacing 26Z5's with solid state mods in R390-series radios. But I don't ever recall seeing anyone refer to similar replacements for the 6082 regulators. Those tubes run hot as hell and are getting expensive--AES lists them at \$11 each now. Solid stating them shouldn't negatively impact the radio the way replacing the 26Z5's does since they are regulators, not rectifiers.

Has anyone seen anything on this idea?

From boatanchors@theporch.com Mon Jan 30 20:22:05 1995
Date: Mon, 30 Jan 1995 15:52:20 -0600
Message-Id: <9501301730.AA3363@hqsmtp.ops.3com.com>
From: Joe Reda/HQ/3Com <Joe_Reda@3mail.3Com.COM>
Subject: Re: Self fulfilling prophesy?

Dan says:

>So, how about writing CQ applauding their existing efforts so we get even
>more? Even better, write an article for it.

>Thermionics, not histrionics.

With all due respect, I'm not much of one for applauding CQ for making such a silly statement as they did. Yes, letting them know that AM is very much alive and so is vacuum-tube technology (isn't anyone there aware of what's going on in the music world?) in a non-flammatory way is probably a good idea. However, that mag has a large readership and can help form opinion. They should acknowledge that, on this issue, they were mistaken.

From boatanchors@theporch.com Mon Jan 30 22:57:55 1995
Date: Mon, 30 Jan 1995 20:25:42 -0600
Message-Id: <01HMH098QDFM0010M0@NIMUE.HOOD.EDU>
From: THE SHECKONATOR <BSHECK@nimue.hood.edu>
Subject: Teletype Machines

Even though I've only been monitoring this list since last week,

I was curious about seeking out a Mod 28 Teleprinter. I think it would be nice to have one around, so I could remember all the happy days (and nights) I HAD to work on these beasts! Actually, I kind of would like to take one apart, and get each part chromed. Then put it in a glass case - of course I would have it motor-driven inside, so you could see all the parts slowly m-o-v-e!

Tnks...

Bob

--> Nuclear Families _DO_ Glow in the Dark! BSHECK, ME-SHECK, abendigo!
BSHECK@NIMUE.HOOD.EDU >>>-----==The Sheckinator==-----<<< (301) 696-3928
I'd rather have a bottle in front of me than a frontal lobotomy.- Groucho Marx

From boatanchors@theporch.com Tue Jan 31 00:20:56 1995
Date: Mon, 30 Jan 1995 21:31:00 -0600
Message-Id: <9501310339.AA02752@kahuna.math.hawaii.edu>
From: jeffrey@math.hawaii.edu (Jeffrey Herman)
Subject: Re: Teletype Machines

Maybe someone on the net could re-post the historical article concerning the invention of the teletype since we've got some new subscribers.

Jeff NH6IL

From boatanchors@theporch.com Mon Jan 30 11:04:01 1995
Date: Mon, 30 Jan 1995 08:23:33 -0600
Message-Id: <950130092655_4793576@aol.com>
From: JosephWP@aol.com
Subject: Tube Question

I need some sage advice from your all.

I have a large quantity of odd filament voltage TV tubes left over after sorting through a quantity of tubes I purchased some time ago.

We are talking about 3BZ6, 3AV6, 3HM3, 4BN6, 5AQ5, 8BA8A etc. etc. etc. plus quite a few compactrons of like ilk.

Space is getting to be a problem (too many boatanchors, good tubes and parts, and manuals and books). My first inclination is just to throw these next to worthless tubes out. However, the packrat in me is somewhat resistant.

Opinions??? Suggestion???

Joseph Pinner +
Lafayette, LA
KC5IJD

From boatanchors@theporch.com Mon Jan 30 18:47:01 1995
Date: Mon, 30 Jan 1995 15:31:59 -0600
Message-Id: <m0rYzyw-000049C@next3.acme.ist.ucf.edu>
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Re: Tube Question

> I have a large quantity of odd filament voltage TV tubes

.. Space is getting to be a problem....

Well, looking to the future, the day might come when 6BZ6's
are rare. Then a couple of 3BZ6's and a corresponding

series/parallel heater re-wiring might be a mighty good solution
to keeping you BA alive. (Apologies to purists).

Tom Clarke
(Awaiting Call)

From boatanchors@theporch.com Mon Jan 30 23:05:19 1995
Date: Mon, 30 Jan 1995 20:31:08 -0600
Message-Id: <199501310238.AA00470@cameron.geom.umn.edu>
From: "penson" <penon@geom.umn.edu>
Subject: tube trivia time

Who can tell me what year the 3-500 was released?

Chuck

From boatanchors@theporch.com Mon Jan 30 20:07:47 1995
Date: Mon, 30 Jan 1995 15:31:15 -0600
Message-Id: <4DFBD39421B@s1.xetron.com>
From: "Jack Giehl" <JACKG@s1.xetron.com>
Subject: Viking II Rig

Dear BA enthusiasts,

Brien wrote about the Johnson Viking II transmitter.

Brien,
The Viking II is a nice transmitter. GO FOR IT!

I have two of 'em here. Try to find a Johnson 122 vfo, so that you can get on 160 meters, which is a great band for AM operation, and not that many SSB stations to contend with.
If you have any problems with the transmitter, I can help.

73,

=====
Jack, WB8BFS
jackg@xetron.com Loveland, Ohio (near Cincinnati)
"Peak the grid, dip the plate, and keep the fire in the wire."
=====

From boatanchors@theporch.com Mon Jan 30 19:59:27 1995
Date: Mon, 30 Jan 1995 16:37:00 -0600
Message-Id: <9501301441.ZM16636@mechcad3.esd.sgi.com>
From: "Mark Glusker" <glusk@mechcad3.esd.sgi.com>
Subject: Re: we're famous

On Jan 30, 3:58pm, Kevin Anderson wrote:

> FYI, realize that we have a companion/parallel/competing (?)
> newsgroup on the Usenet -- rec.antiques.radio+phono.

I think the two groups compliment each other nicely. BTW, the FAQ for that group is one of the best I've ever read. Recommended reading for all boatanchor subscribers.

From boatanchors@theporch.com Mon Jan 30 20:12:01 1995
Date: Mon, 30 Jan 1995 15:23:10 -0600
Message-Id: <199501302101.QAA24006@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: we're famous

someone finds our name humorous -

from a recent article in alt.humor.best-of-usenet

>Subject: Antique radio newsgroup
>Date: 26 Jan 1995 17:03:05 -0600
>Could someone tell me what newsgroup one would go to , to find information
>about antique radios?

Even better than a newsgroup, try mailing list "boatanchors", maintained by ListProc@thePorch.com

From boatanchors@theporch.com Mon Jan 30 21:03:01 1995
Date: Mon, 30 Jan 1995 15:58:38 -0600
Message-Id: <Pine.SUN.3.91.950130155628.9193A-100000@ncrsun7>
From: Kevin Anderson <anderson@ncrsun7.ncr.usace.army.mil>
Subject: Re: we're famous

On Mon, 30 Jan 1995, Nick England wrote:

>
> someone finds our name humorous -
>
> from a recent article in alt.humor.best-of-usenet
>
> >Subject: Antique radio newsgroup
> >Date: 26 Jan 1995 17:03:05 -0600
> >Could someone tell me what newsgroup one would go to , to find information
> >about antique radios?
>
> Even better than a newsgroup, try mailing list "boatanchors", maintained by
> ListProc@thePorch.com
>

FYI, realize that we have a companion/parallel/competing (?)
newsgroup on the Usenet -- rec.antiques.radio+phono. I
read it occasionally -- not much overlap as that group
specifically is chartered to deal with antique (?) radios
and phonographs of the broadcast, cathedral, etc. type.
(1930s and earlier mostly). Obviously from the heated
glass era, however. Cheers. Kevin

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586
e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Tue Jan 31 00:17:01 1995
Date: Mon, 30 Jan 1995 21:25:24 -0600
Message-Id: <Pine.SGI.3.90.950130222948.21212C-100000@umbc7.umbc.edu>
From: Bill Robie <robie@umbc.edu>
Subject: Re: we're famous

On Mon, 30 Jan 1995, Mark Glusker wrote:

> On Jan 30, 3:58pm, Kevin Anderson wrote:

>
> > FYI, realize that we have a companion/parallel/competing (?)
> > newsgroup on the Usenet -- rec.antiques.radio+phono.
>
> I think the two groups compliment each other nicely. BTW, the FAQ for
> that group is one of the best I've ever read. Recommended reading for all
> boatanchor subscribers.

I second that! And I hasten to say that the charter for the group, which is included in the FAQ, specifically states that the group welcomes the participation of hams, but excludes discussion of communications equipment *because the BA mailing list already does such an excellent job of that*.

The newsgroup was specifically designed to compliment, not compete with, this list.

Bill Robie